

# CANNOT RAISE LINER REPUBLIC; LOSS \$2,500,000

## SEES LITTLE HOPE OF SAVING SUNKEN LINER REPUBLIC

Head of the Merritt-Chapman Company Declares Difficulties Are Too Great to Be Overcome in the Open Sea—Loss \$2,500,000.

The sunken steamship Republic, with her cargo and baggage of passengers, which will aggregate a value of \$2,500,000, seems destined to join the great fleet which strewn the bottom of the Atlantic. She is a total loss.

"An attempt to raise the Republic is an impracticable project," said Mr. Merritt, head of the wrecking firm of Merritt, Chapman & Company, today. "And it is unlikely that such attempt will be made."

The main obstacle in the way of raising the vessel is her location. Reports received by the various wrecking firms is that the Republic is resting on an even keel in thirty fathoms of water ten miles south of Nantucket Island. She is in the open sea.

"The depth of water could be easily overcome," said Mr. Merritt. "But as yet no man has discovered a method by which a sunken vessel can be raised at sea. If she were in a good location—in a body of sheltered water, for instance—we could tackle the job with some assurance of success. We have raised a boat in eighty fathoms of water, but in this case everything is against us."

Not an Easy Task.

"If the saving of boats was so easy," continued Mr. Merritt, "the sea, even the harbors, would not be lacking in opportunities. Right here in New York waters there are two sunken vessels, but nobody is making an attempt to raise them. The Finance, of the Panama line, is lying directly in the main channel off Sandy Hook, but no attempt has been made to raise her. The English freighter Daghestan is not far away, but yet nobody is trying to lift her."

"As yet we haven't the exact location of the Republic, though I understand she is lying ten miles south of Nantucket. That part of the sea is unprotected from rough water, and we might work on her for a month and then have everything knocked to smithereens by a heavy sea."

Of the various methods adopted to save a sunken boat Mr. Merritt explained that compressed air had been used for fifty years.

"We are not conversant with the plans of Mr. Arbuckle in lifting the gunboat Yankee," he said. "It is my opinion that even that would be impracticable in a rough sea."

It appears that the diving work in connection with the salvage of vessels is the simplest part of the work. The

thirty fathoms—150 feet—which cover the Republic is not a serious impediment.

If the Republic were in a sheltered harbor the first work of the divers ordinarily would be to cover her with a canvas jacket from bow to stern, deck and all. That method is more commonly adopted in the case of smaller vessels. The Republic is 371 feet long and 15,355 tons.

Would "House Her Up."

In that case, Mr. Merritt explains, the divers would probably be ordered to "house her up." A foundation of heavy timbers would be placed beneath her keel and upon this a water-tight house would be built until it reached the surface of the water. A vessel when completely boxed up in that manner can be pumped out so as to give her considerable displacement. Even that would not cause her to rise to the surface. The lifting is the hardest part of the task. Huge pontoons are built so as to completely surround the location of the vessel.

From these steel cables are passed beneath the boat and fastened to the pontoons on the other side. The cables are then gradually tightened. The displacement of the pontoons is so great that they cannot be forced beneath the surface of the water and consequently the vessel has to rise. Once on the surface of the water the vessel is towed to the nearest land and beached. There she is thoroughly pumped out, patched up and finally taken to the drydock.

In doing this work the water must be comparatively smooth at all times. A heavy sea would tear the timbers away as if they were paper and the work would have to be done over from the starting point.

From this it can be seen what a task would be the raising of the Republic. She is in a sea that is not protected from storms and in addition to this there is a continual and rapid change in the tides.

Derricks of No Use

"Derricks did you suggest?" and Mr. Merritt laughed. "Are very useful in raising small vessels, but they would be a mere flea bite on a huge boat like the Republic. As a rule derricks are of no use when it comes to raising a vessel weighing 15,000 tons. Of course if enough derricks could be gotten into place they might assist in the raising, but that would be impracticable."

"As far as I can see at present the only way to save the Republic would be to house her up and then lift her by pontoons and cables. You can see the impossibility of that."

Mr. Merritt explained that it would be interesting from a scientific point of view to attempt the raising of the Republic, but the expense would be so enormous and the outlay such a risk that, from a business point of view, it would be absolutely foolhardy.

"Binns and his wireless saved our lives," Major Says

Major John E. Bly tells the following:

"We were struck like a thunderbolt. The big Republic seemed almost to lay on its back. I rushed around to the side which had been rammed and heard the water rushing into the engine room. There were cries for help, sounds of rushing water, the hiss of escaping steam and the confused commands of officers and men. Everything was in darkness, cold and misty."

"Peering through the gloom I could just see the great bow of a big liner

backing away from us. I knew then that an accident had taken place. I rushed to the wireless room and tried to talk to Binns. He was greatly excited and waved me away with his hand. A few minutes later I learned that he was sending out the calls which brought the fleet of American liners to our aid. Binns stuck by his post and was one of the fifty men who went with the captain when he called for volunteers."

"Binns and his Marconi wireless has saved our lives. Long live Binns and long live Marconi."

SAYS FLORIDA WAS GOING AT FULL SPEED.

J. E. McCarthy gave this interview to an Evening World reporter on the tug Dalzell.

"At 8:20 o'clock Saturday morning we saw the Florida close to. Before anything could be done she struck into our port side amidships. From what we could make out she was going full speed."

A terrible scene followed. Women ran screaming from the staterooms, crying for their husbands to come and save them."

"Outside everything was darkness. The noise of hissing steam from the broken boilers of our boat rose above the walls of the women. Nobody knew what had happened. Eight staterooms before the Florida backed off they carried the bodies of our boat crew above the water. The passengers knew that any one had been killed."

ACTRESS UNDER THE KNIFE

Miss Althea O'Leary, the German actress, who has been playing at the Irving Place Theatre, "Baccarat," fell suddenly ill last night and was taken to the Mount Sinai Hospital, where she will be operated upon this morning for appendicitis. "Baccarat" will be replaced by the German version of "The Blue Mouse."

## LEST WE FORGET.



## Evening World's Tug Gets Capt. Ranson's Story at Sea

As the Baltic halted off Ambrose Lightship, the tug Dalzell, under charter by The Evening World, which had been waiting for her off the Hook all night, raced up alongside. From the deck of the dancing tug a reporter for this paper called up through a megaphone.

A moment later a dim figure appeared at the rail. "What do you want?" called out the figure, in a hoarse, weary voice. "I am Capt. Ranson, of the Baltic. Please be brief, gentlemen, for I am worn out, and I have yet the task of docking my ship and getting all these people ashore and cared for."

Then, replying to questions from the tug, Capt. Ranson shouted out this: "All those on board from the two steamers are doing as well as could be expected. Some are suffering from the nervous shock, but the great majority are normal, even the earthquake refugees from Italy, who were in the steerage of the Florida."

"The Florida is following us in under convoy of the American liner New York. She is travelling under her own steam."

"The condition of the Republic is favorable for salvage. She had no perceptible list when we parted from her, although she was well down by the stern." (At this time neither the Captain nor the reporter had any way of knowing that the Republic had gone down off Nantucket Island last night after a gallant effort by her crew to save her.)

With his voice roaring strangely through a speaking trumpet Capt. Ranson went on to supply the chapters, missing until then, in the narrative of the disaster.

"I am told," came the bellowing notes to the listeners on the little tug below, "that there was absolutely no panic on the Republic following the collision, and very little on the Florida."

CRASH CAME WITHOUT WARNING.

"The Florida came out of the fog without any warning, and smashed into the Republic abreast of midships on the port side just forward of the after hatch. The shock was terrific. Staterooms 34 and 28 were stove in by the bow of the Florida, which withdrew from the great hole she had cut almost instantly, and vanished in the fog aft, leaving one of her anchors on the wreckage of the demolished staterooms."

"The onslaught and the withdrawal of the other ship took place so quickly that no one on the Republic had a chance to identify the steamship that had dealt the blow."

"The wireless room on the Republic was smashed, but the mechanism remained intact, and perched in the ruins, the operator, Binns, sent the signals that subsequently brought aid from all directions. The water poured into the great gash in the Republic's side in a cataract, but the firemen stuck to their posts until the water was up to their waists, banking the fires in order to prevent any explosion of the boilers. The crew behaved heroically every man of them, and you boys can't speak too highly of them or of the passengers either."

"In half an hour the Florida, summoned by the distress blasts of the Republic, came picking her way back through the fog, badly damaged herself. Capt. Sealby, of the Republic, had his own boats lowered, and in these and those of the Florida all the passengers of the liner were put aboard the Florida. This took two hours in a placid sea. Among the wounded who were put on the Italian ship was Eugene Lynch, whose wife had been killed. Mr. Lynch's leg was broken in three places and he was otherwise injured. It was considered unsafe to transfer him to my ship, so he was left in charge of the Florida's surgeon. I fear he is fatally wounded."

TRANSFER TOOK TWELVE HOURS.

"The transfer of the passengers of both boats from the Florida, which had begun to list badly, to this ship took twelve hours," went on Capt. Ranson, speaking thus calmly of what seafaring men will always regard as one of the biggest, best things that ever happened on the high seas. "This began at 8:20 o'clock Saturday night and ended at 8 o'clock yesterday morning, while the searchlights of the Baltic illumined the rough sea between the three boats. Two of the Republic's passengers tumbled into the sea while being transferred to a boat, but were promptly rescued. Most of the passengers kept their heads, even those in the steerage."

As the tug swung away from the great bulk of the Baltic to run for Sandy Hook, Capt. Ranson, leaning in a weary heap against the rail, called out, as by an afterthought:

"The reason the Republic's wireless finally failed before adequate aid finally reached her was because the engine room gradually flooded and the dynamo went dead. All the baggage was lost, I believe, except a few handbags."

So it was that in these simple, straightaway words shouted over the side of a sleeping vessel by figures looming ghostly gray in the thick mist, came the first authentic stories of the big disaster, forming a mental picture that helped one to see the whole shifting panorama of disaster and courage and lofty seamanship—the Florida landing the defenseless Republic in the flank and then slipping away with her own crumpled bow into the fog that enfolded her as a blue army blanket might enfold a puppy, leaving her bow anchor stuck in the gash like a barbed arrow caught in a gaping wound; the sickening shock; the instant darkness and the panic in the darkness; the heroism of the crew from captain down to coal passers; the finding of the dead and wounded where they had been caught in the wreckage of their staterooms; the wireless spluttering out from a caved-in wooden coop the little blue devil flashes that brought success; the transfer to the sorely crippled Florida; the coming of stout ships to the relief; the retransfer, an all-night job under the glare of the shifting searchlights; the self-sacrifice, the courage, the whole big tale.

## GEN. IVES SAYS RESCUE WASN'T PROPERLY DONE

Captain and Crew of Republic Neglected Duties and Caused Discomfort.

HE TOOK OAR IN BOAT.

Young Hero of Sixteen Was at Stroke, So He Did Work Himself.

Gen. Braxton Ives, one of the Republic's passengers, was met at the White Star line pier by his sister, Mrs. J. H. Latham, his son-in-law, Walter Maynard, and his brother-in-law, Charles Holt. He was ill and exhausted. Gen. Ives is nearly seventy years old and has been ill for nearly a year. He was colonel of a New York regiment at the battle of Five Forks, and is said to have had three horses shot under him in that engagement. He obtained the brevet rank of General at the close of the Civil war.

Ill health forced him to give over the reorganization of the Williamsburg Trust Company, of which he was made president after its suspension, a year ago, and he was also obliged to withdraw from other institutions. Gen. Ives spoke with much bitterness of his treatment on the Republic after the collision. He said:

Says Officers Neglected Passengers.

"From the time I got out on deck I saw no officer of the ship for hours. There were stewards around smoking black pipes in the faces of the women passengers, but not one officer to direct them, to encourage the women and children, to give information or to quell panic. The passengers behaved admirably, and this was fortunate."

"Twenty years ago the captain was supposed to be around the ship protecting his passengers, heartening them and looking out for their safety and comfort. I wonder if there is not such a rule on some of the other ships. I wonder if such a state of affairs as we were subjected to would have been possible on a German ship, for instance."

"I saw many persons put on life preservers. I saw no reason why I should put on any. Overlooking the gash in the Republic's side, I found only three men at work, trying to patch it up. The captain was not directing them. I sent my valet back to get some of my clothes. He came back without them, saying that orders had been issued that no one was to be allowed to return to the staterooms."

"I own a yacht and know enough about sea-faring matters to know pretty well when such an emergency is being handled properly. I say that the handling of the Republic after the wreck was conspicuously inefficient and conspicuous by its absence."

Says Passengers Were "Boozy."

"Many of the passengers took to drinking after the collision. I did not see any who were drunk, but there were many in a state of booziness. Some of them were members of the crew and some were passengers. We sat around in the dark on the upper deck until daylight."

"The first and only time I saw the captain was when he appeared on the bridge and said that it was considered necessary to move us to the other ship, the Florida. She was lying a quarter of a mile away. He said that all the women and children would be taken

"SOCIAL WHIRL"

With Coffee-Innocence and Collapse.

It seems difficult for some of us to be good all of the time, but it pays, after all.

Even a model school teacher, on a vacation, may drop into excesses in the way of overeating, late hours and black coffee to add to the irritation of the nervous system.

"I am a teacher in the University City," and hold a responsible and trying position. For months before my collapse I rose completely dazed, but braced up on a cup of coffee."

"The summer vacation I spent in the East, where I participated in a whirl of social affairs. There was scarcely an evening when I did not drink strong coffee and afterward spend hours awake."

"Finally the break-down came, and I have spent hundreds of dollars and almost two years of suffering trying to mend it."

"Every doctor I had insisted on my giving up coffee. I tried Postum, but prepared, at first, as it ought to be, and I did not care for it. Since getting it right, I have found it wonderfully beneficial."

"The benefits derived from Postum the past year have been gradual but sure. The effect on my stomach was immediate. It was the only thing except the white of egg that did not distress me."

"There is no doubt that coffee is injurious to many even in small quantities. To one who will make the trial there is no doubt that Postum is decidedly beneficial and a delicious drink if made according to directions on package."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in place "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

first. Then the men. The women and children were separated from the men and the loading into the boats was speedily done. But I saw no officer supervising this work. I saw no frightened women and no panic among them. They all acted very well.

Only Macaroni and Soup.

"No officers of the Republic accompanied us to the Florida. There was no officer of the Republic there to care for us. We were left to the courtesy of the Italian captain. He did the best he could. We had some potato soup and macaroni. The ship was dirty and in disorder. It was just as uncomfortable as an Italian emigrant ship could be."

"We were kept on deck in the rain all the time, with no seats even. I found a life-preserver and sat on it, and then determined to get shelter, went into a crowded stateroom aft and sat on the floor, which was filthy, and rested my back against the wall."

"There was a long, unnecessary delay in making ready for the transfer to the Baltic, during which the sea and wind were constantly rising. I was told they were haggling about the terms of salvage."

"When the transfer to the Baltic was begun there were no men competent to row the boats in the Italian cove. In the boat in which I found myself, the stroke was a boy of sixteen, who didn't know as much about rowing as I know about sanscrit. I was an oarsman at Yale, and I took his oar away and pulled for all I was worth. Just as we got up to the Baltic somebody said she was about to move."

"As a yachtman I suggested that we go alongside and move with her. I was told not to meddle. They began rowing back to the Florida. We were drifting about and almost in the grasp of her propellers when I at last asserted myself and said I wasn't going to row all over the ocean, and insisted on our going straight to the Baltic, which we did."

Dispute Leaving the Florida.

"I saw no bad behavior by any of the passengers except when there was some difference of opinion as to whether the officers of the Florida, the Italian captain and the Republic's officers, should have precedence over the men passengers of the Republic. This was quickly settled and the Italian women went before any of the men."

"My whole criticism of the affair is summed up, as I have already told you, in the neglect of the Republic's officers in not accompanying their passengers and looking out for them, and the way the captain left everybody to shift for himself. What else did he have to do, once he saw how badly his ship was damaged, except to take care of his passengers?"

"He never came near us."

"Another thing. Where were those famous bulkheads which close automatically and save a ship when a collision hits into her? If it had not been for the coolness and bravery of the Italian captain and the wireless those bulkheads wouldn't have been the slightest use to us."

"To my mind, mighty little was done by the White Star line in the interest of its passengers from first to last, especially when one considers that many of the passengers were of some importance in this country, in all lines, art, commerce, finance and literature. Their treatment was shameful. I am speaking carefully and much less vehemently than I feel."

"I never came near us."

"I never came near us."

"I never came near us."

"I never came near us."

"I never came near us."

"I never came near us."

"I never came near us."

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## BROKERS CLOSE ON ACCOUNT OF SLOW BUSINESS

Sidney C. Love & Co., With Offices Here and in Chicago, Retire.

CHICAGO, Jan. 25.—The retirement from business of Sidney C. Love & Co., one of the largest brokerage houses in the country, with offices in Chicago, New York and other cities, was announced today.

In making the statement E. C. Aldrich, a partner in the firm, ascribed the withdrawal from business to recent stagnant business conditions and the fact that the partnership agreement terminated next April. Mr. Love is in New York.

## SAVANNAH RESULTS.

FIRST RACE—Purse: for three-year-olds and upward; selling; one mile.—Clifton Forge, 110 (Young), 5 to 2, 1 to 3 and 2 to 5; first, Hanover, 102 (Brannon), 6 to 1, 9 to 5 and 2 to 5; second, Arakawa, 106 (J. Burns), 6 to 5, 1 to 3 and out, third, Time—1:45. Charles G. Gates and Leonard Joe Haysman also ran.

SECOND RACE—Purse \$100; for three-year-olds and upward; selling; one mile and a furlong.—Gallio, 105 (Young), 4 to 5, 1 to 3 and out, first; Besterling, 102 (Brannon), 4 to 1, even and 2 to 5; second, Countess, 110 (White), 3 to 1, 4 to 5 and 1 to 2; third, Time—1:35. Filmanap and Biscadonia also ran.

THIRD RACE—Purse \$100; for three-year-olds and upward; selling; five and one-half furlongs.—May, 107 (Burns), even and 1 to 3 and out, first; Tomochichi, 106 (J. Burns), 8 to 5, 1 to 2, out, second; Roger de Coverley, 95 (Crowley), 5 to 1, 5 to 2 even, third, Time, 1:11. St. Noel, Hugh Farrell also ran.

No admission for impurities; sealed packages only.

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